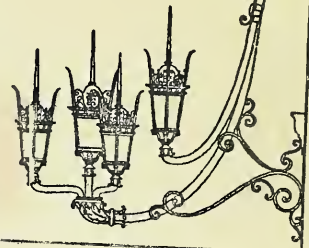


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LEWIS WHARF

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November 29, 1990



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BRIEFING MATERIALS
FOR
BOSTON REDEVELOPMENT AUTHORITY
BOARD OF DIRECTORS

NOVEMBER 29, 1990

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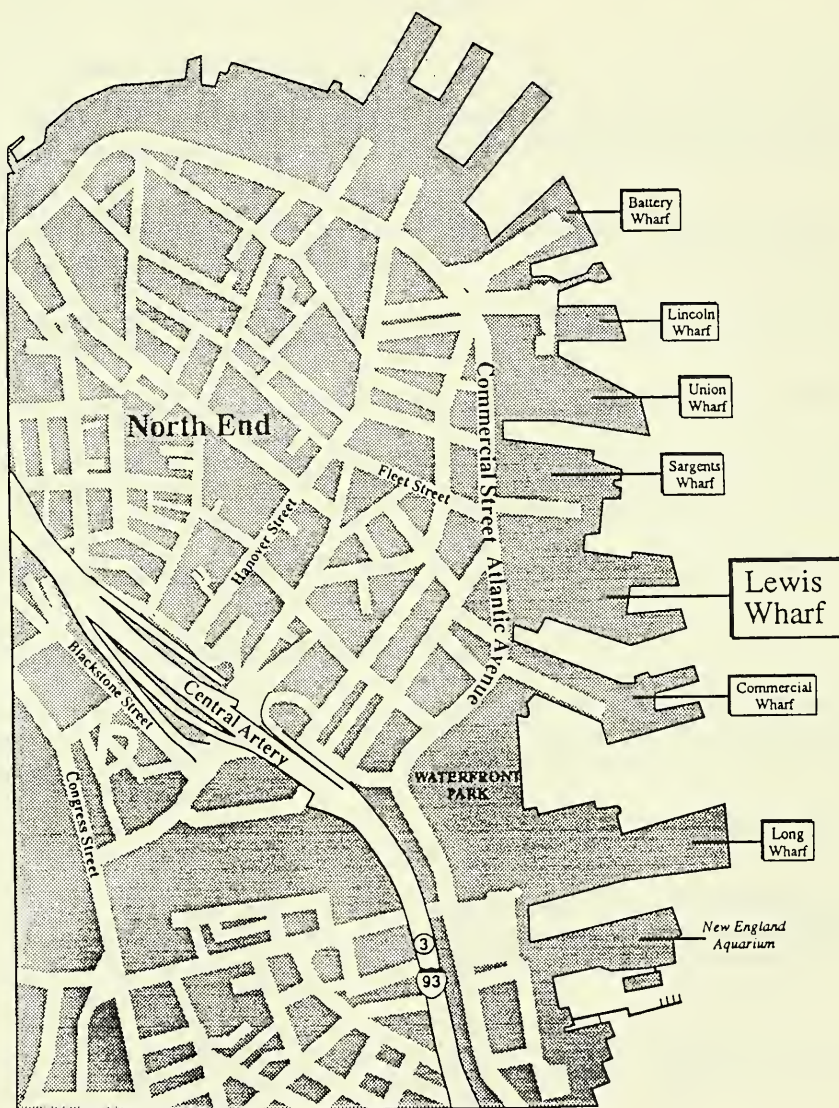
APPENDIX: PROJECT REVIEW STATUS

FACT SHEET: LEWIS WHARF

PROJECT DEVELOPMENT TEAM

- DEVELOPER: The Gunwyn Company
47 Thorndike Street
Cambridge, MA 02141
Mr. Peter Madsen, President
Mr. Jonathan Haar, Project Director
- ARCHITECT: Graham Gund Architects, Inc.
47 Thorndike Street
Cambridge, MA 02141
Mr. Graham Gund, President
Mr. Donald Self, Project Architect
- Location: The Gunwyn Company is proposing the redevelopment of 9.76 acres of land and water at Lewis Wharf in Boston, Massachusetts, into an active, mixed use development which emphasizes public access and accommodation. The project is located at the intersection of Commercial Street and Atlantic Avenue in the North End of Boston, between Sargents Wharf, to the north, and Commercial Wharf, to the south.
- Size: 404,800 SF of land and water. 189,500 SF of existing land and pier.
- Proposal: The primary development is the 335 room Marine Inn, to be built on the site of the existing Towboat and Atwood Buildings and the Steel Shed. Subsidiary uses include a 570 space underground parking garage, expansion of the present marina to 65 slips, continued use of 40 moorings and the creation of other water dependent uses. The project also proposes the construction of 57 residential units on Parcel B-3A, the "Pilot House Extension" property, with 6,500 retail space on the first floor.
- Existing
Uses: Existing uses of the site include a tarmac parking lot with 233 surface parking spaces, 47 marina slips, and barely habitable office space in the Towboat Building. The Steel Shed is no longer usable and the Atwood Building is used by the Boston Sailing Center for spar storage.
- Cost: Estimated Total Development cost -- \$100,000,000.

Schedule: Estimated construction start -- September, 1991
 Estimated construction completion -- November, 1993



LOCUS PLAN

OBJECTIVES AND PUBLIC BENEFITS

The major benefits of the Lewis Wharf Plan include:

PUBLIC ACCESS AND ENJOYMENT

- Replacement of deteriorating, unsafe and blighted piers with a facility of public accommodation inclusive of the 335 room Marine Inn, with associated restaurant and meeting facilities.
- Public access and public facilities for enjoyment of the water's edge and the creation of substantial new public open space.
- Preservation and enhancement of view corridors, including the Fleet Street view corridor and the cross wharf view corridor.
- New pedestrian routes through and around the site for enjoyment of the waterfront.
- An increase in water dependent activities, including improved Sailing Center facilities, a new water taxi dock, public landing and dinghy dock, access for fishing and an enlarged marina with both transient and seasonal lease slips.
- Construction and operation of a Maritime Education and Shipwatching Station.

NEW PARK AND OPEN SPACE IMPROVEMENTS

Almost three acres, or a total area of 110,300 square feet, out of a total project area of 192,900 square feet, of public access and open space has been proposed as part of the Lewis Wharf development. This totals approximately 57% of the project site being devoted to open space.

A variety of types of new open space are proposed including creation of:

- A half acre "green" park anchor along Atlantic Avenue/Commercial Street, located to the south of the proposed Pilot House Extension; with a sculptural fountain feature, formal gardens, site furniture and a variety of passive recreational uses for the neighborhood and visitors.
- A tree-lined, pedestrian and vehicular passage leading into a landscaped court with seasonal plantings and a water feature at its center at the front of the proposed North Hotel Building.

- A series of brick paved pedestrian walkways from Atlantic Avenue/Commercial Street, providing pleasant landscaped pedestrian connections, to the site's Harborwalk pathways.
- New connections to the Downtown Harborwalk system in the form of a continuous public pedestrian promenade along the water's edge at Lewis Wharf that will provide both water-oriented recreation and passive enjoyment of the proposed cove marina and Boston Harbor.
- Preservation of the existing "Bowling Lawn" open space, located to the south of the existing Granite Building.
- A series of smaller landscaped plazas and destination type open spaces for the public enjoyment, that will unify the landward open space with the pier and harborwalk network into a cohesive open space framework.

AFFORDABLE HOUSING AND JOBS PROGRAM

- Boston Linkage fund payments of \$890,400 towards affordable housing and jobs creation.
- Voluntary Contribution of over \$1,500,000 for the creation of affordable housing on Sargents Wharf.
- Creation of a jobs training and basic literacy program for entry level management positions in the hospitality industry.

COMMONWEALTH ECONOMIC BENEFITS

- Generation of over \$41 million in tax revenues to the City of Boston, Commonwealth of Massachusetts and the federal government during the first seven years of operation.
- Creation of over 400 trade union construction jobs, or over 1,200 man ^{years} days of employment.
- Creation of over 350 permanent hotel related jobs upon completion of the construction of the project.

PARKING IMPROVEMENTS

- Relocation of all surface parking to the underground parking facility.
- Subsidized overnight parking voucher system for 60-100 North End residents.
- Containment of all loading dock facilities within structures, not visible from the pedestrian plane.

SUMMARY OF OBJECTIVES AND BENEFITS

The primary objective is to bring enjoyment and activity back, through the creation of the Marine Inn, Pilot House Extension residential units, water taxi stop, Sailing Center and marina, to an area that has been dilapidated and fenced off from the public for many years. The proposed development will completely rebuild two blighted, inaccessible and deteriorating piers and open them up for extensive public use and enjoyment. The project will provide the North End and Waterfront neighborhoods with an attractive and dynamic site featuring open space, public access and active water dependent uses.

PROJECT DESCRIPTION

THE MARINE INN

The proposed Marine Inn is a linked two building complex, designed to reflect historic finger pier wharf buildings commonly found along the Boston Waterfront.

The Marine Inn will contain approximately 335 guest rooms, a restaurant and meeting facilities. The North Building, totals approximately 118,035 square feet in five stories and includes: dining facilities, meeting rooms, the main lobby and reception area and 134 rooms. The South Building, totals approximately 116,790 square feet in five stories and includes: a breakfast area, an attached pool/health club and 201 rooms. The North Building is 55 feet to the top of habitable space and the South Building is 51 feet to the top of habitable space. Both buildings conform to the Harborpark Zoning for this area.

To permit greater public awareness of the variety of activities that take place on Boston Harbor, the proponents have incorporated a variety of marine related and water dependent activities into the project, such as a shipwatching/maritime education station which is planned for the North Building of the Marine Inn. This facility will offer interactive exhibits, wall charts, coin-operated binoculars and a harbor traffic radio monitor, all designed to educate visitors about the historic and present day uses of Boston's working waterfront.

The Boston Sailing Center, presently located in the Towboat Building on the north pier, will be moved to new facilities within the South Marine Inn building on the south pier. The new facilities will include office, classroom and storage space. The existing mooring area will be used by the Boston Sailing Center and transient visitors and will be provided with launch service by the Sailing Center. The existing marina will be upgraded and expanded to a total of 65 slips. Shoreside support and pumpout facilities for the marina will also be provided. A water taxi and public landing will be constructed along the north pier, to accommodate both private and public forms of water transportation to the site.

THE PILOT HOUSE EXTENSION

The project on Parcel B-3A proposes the construction of 57 condominium units and 6,500 square feet of retail space on the "Pilot House Extension" site, owned by the Boston Redevelopment Authority (BRA). The Gunwyn Company has responded to a solicitation for proposals by the BRA and has received Final Designation to develop the Pilot House Extension property.

The proposed 94,000 square foot extension will be similar in character, massing and height to the existing Pilot House. This building is within the Housing Priority Area and conforms to the height and FAR parameters of the Harborpark Zoning for this area.

UNDERGROUND PARKING GARAGE

An underground parking structure designed for 570 automobiles, is proposed to be located in the center of the site, between Atlantic Avenue and Boston Harbor. There will be no at-grade parking on the site upon completion of the project. The garage will serve the parking needs of the Marine Inn and the Pilot House Extension, as well as the existing needs of the Granite Building, Pilot House and the general public. Automobile access to the garage is proposed from Eastern Avenue, with truck and valet access from the center of the site.

PUBLIC ACCESS AND OPEN SPACE

The Harborwalk

An extensive program of public access and open space is proposed. This program includes pedestrian access to the water's edge, connections to the Harborwalk network and over three acres of new park and open space. A 2,600 linear foot continuous waterfront promenade along the water's edge at Lewis Wharf is proposed connecting the site to the North End and downtown waterfronts and the Harborpark System. This waterfront promenade allows continuous around the clock public access to the Lewis Wharf water's edge. Attractions and destinations along the Harborwalk at Lewis Wharf include: a water taxi, seating areas offering views across the wharf's marina and the Harbor, special recreational activities such as a sailing program, sailing tours of the Harbor, a public landing and dinghy dock, a covered seating pavilion and fishing piers. Nautical light fixtures, benches, and plants, tolerant to adverse wind and salt conditions, are proposed. Special attention will be given insuring detailing and materials selection appropriate to the waterfront.

Along all edges of both the North and South piers, the public will be permitted unlimited perimeter access for the enjoyment of views of the Harbor. The walkway dimensions adhere to the Harborpark minimum of 12 feet width along the edges of the piers and in many areas flare into "destination type" open space, focusing pedestrian activities around the most comfortable pedestrian locations, as have been determined through shadow and wind studies. The south side of the South Pier will feature a 22 foot wide congregating area located in the sunny lee of the

South building. The perimeter of the south side of the North pier features a 35 foot wide expanded pier area, providing a sunny, sheltered, public open space overlooking both the marina and the sea. This space will feature benches and stone seating elements for viewing harbor activities, relaxation and contemplation. Additionally, there will be a seasonal outdoor restaurant in warmer weather. At the water's edge of the cove, a harbor viewing pavilion, dedicated to the 500th anniversary of Christopher Columbus' discovery of America, will provide a sheltered resting place along a 45 foot wide gathering area along the Harborwalk.

The project will complete a critical link in the Boston Harborwalk network. At present, no on-site direct access to the waterfront is possible. The Lewis Wharf Harborwalk connection will permit pedestrians to walk along the water's edge from Commercial Wharf to Sargents Wharf. In addition, the Pilot House Extension will have a passageway through the building, permitting another public access point between Lewis Wharf and Eastern Avenue, connecting into the planned open space of Sargents Wharf.

The Park

A major new park and programmed open space between the existing Granite Building and the Pilot House Extension, situated where the present 233 car parking lot is currently located, will create a visual anchor for the west end of the new development. This richly detailed park, with lawns and plantings, intersected by curving brick pathways and defined granite curbs, creates a strong sense of green along Atlantic Avenue/Commercial Street and provides a variety of passive recreational opportunities. A small plaza will be created at its center, surrounded by seating and a sculpture/fountain as the focal element, will further animate the space. Trees, shrubs and groundcover will define and reinforce the overall connection of the park to the surrounding neighborhood and to the harborpark promenade. Architectural features, such as the entrance structure to the underground garage, will be treated as garden pavilions.

Entrance Drive

A new vehicular and pedestrian gateway, framed by an allay of matched specimen trees is proposed. This tree-lined passage and adjacent sidewalk, enhanced with lighting and landscape amenities, will become a main organizing spine for the site. A landscaped entry court at the North Hotel Building at the terminus of the passage, features lush planting beds and a fountain and acts as an orientation point for visitors arriving by foot, boat and car.

South side

The existing "Bowling Lawn" to the south side of the existing Granite Building will be maintained. The existing waterfront promenade along the south side of the Granite Building will be extended to connect the Lewis Wharf piers, which in turn connect into the Harborwalk network.

The restoration of the Lewis Wharf piers and the creation of new open space, will transform what is presently an abandoned and dilapidated blight on the waterfront into an accessible and vibrant marine inn serving both as an entrance for the North End Community to the downtown waterfront and will become a critical link in the Harborwalk chain.

NEIGHBORHOOD CONTEXT

In addition to providing a gateway project to the City and a small scale hotel reflecting the context of its historic surroundings, the Lewis Wharf project opens up the waterfront to the enjoyment of the public.

Underlying the proposed redevelopment of Lewis Wharf are three urban design benefits, which together promise to provide the City and, in particular, the North End with greater public amenities. First, the project is able to revitalize the area and rehabilitate the site's derelict wharves into viable neighborhood amenities. Second, the project is able to create vital open space and pedestrian destinations. Third, the project is able to further evoke the historic design of the Boston waterfront and link the project into the Harborwalk pedestrian walkway system, which covers the historic and working port of Boston. Fundamental to these objectives and basic to the architectural design and program of the Lewis Wharf development, is the desire to create an environment which serves as both invitation and destination and which provides services to the site residents, neighbors, and visitors to the City of Boston.

The centerpiece of this redevelopment is the activity planned for the piers. The north pier is to be devoted to active recreational uses such as boating, fishing and water transit. The boardwalks of the south pier and the sheltered cove area will be warmed by the sun in all seasons and provided with a greenhouse-type seating area to give shade in the hot summer months. The viewing pavilion and viewing nodes will be positioned so as to capitalize on specific view corridors and sight lines, and thereby enhance the sense of place. The piers and the cove that they embrace are to be a small corner of the City in which one can sit without the intrusion of the mechanized sounds of the twentieth century. The boardwalks may well come to serve the same social function as the historic town common, as a meeting place where the generations can intermix, socialize, promenade with friends, or where one can just sit and watch time pass by.

On the interior of the site, the pedestrian experience gains at ground plane level from the recognition that the buildings benefit from an open surround. The project's waterfront siting, finger-pier configuration, residential scale and intimate architectural character all contribute towards the creation of an open and truly public environment. Lawns carpet and trees shade what was once tarmac parking lots at the center of the site. In designing the site's structures, importance has been placed on the amount, location and quality of the open space and setbacks created, thereby enhancing both the pedestrian plane and the architectural elements of the site.

The physical compatibility of the project within the urban, waterfront context of Lewis Wharf, results from the Marine Inn's simple massing, strong horizontality and repetitive architectural motifs which recall archetypal 19th and 20th century mercantile wharf buildings. In keeping with the waterfront architectural traditions, the Marine Inn and the

Pilot House Extension have reestablished a sense of place and community at the water's edge. Clad in materials sympathetic to neighboring structures, the buildings project a unified and unassuming character.

Built on the footprint of the existing finger piers, the five-story Marine Inn takes cues from the nearby precedents of Union Wharf, the Granite Building and the Long Wharf Customs Block. Proportioned to a pedestrian rather than vehicular scale, the Inn features loggias, outdoor terraces for dining and a base comprised of a continuous band of large, arched windows and doorways to invite the outdoors in. Guest rooms have operable windows and French doors with balconies oriented towards harbor views which add architectural charm. Creating a park within a park, the Marine Inn frames the northern and southern sides of the marina, offering it protection while defining it as a courtyard and urban sanctuary.

Extending along the northern edge of the site, the Pilot House Extension echoes the scale and character of the Marine Inn and surrounding buildings. Built of brick with a corbeled cornice and soldier coursing, the building is a continuation of the original Pilot House and is consistent in massing and architectural treatment. Cornice lines abut, window openings are similarly proportioned and copper dormers and downspouts are compatible with the Pilot House, tying the two buildings together in a unified mass and building type. Visually anchored by a central entry tower, the building carries enough architectural interest to make a strong statement. An integral part of the site's masterplan, the Pilot House Extension's public pass-through physically connects the open spaces of Lewis Wharf with Sargents Wharf to the north.

Although not directly part of this project, the Granite Building's first floor will be retrofitted to support additional neighborhood services, ranging from a green grocer to a credit union to coffee shops, as a complement to the restaurant and neighborhood-oriented retail functions on the ground floor of the Pilot House Extension.

In summary, just as the Commonwealth is reclaiming the water quality of Boston Harbor from the stagnation of years of neglect. The Gunwyn Company is seeking to privately fund the revitalization of the derelict piers at Lewis Wharf into an architectural and landscape centerpiece, which serves as a destination for both residents and visitors to our City.

APPENDIX

The Lewis Wharf project has progressed through the City of Boston's zoning and Article 31 environmental review process. The following is a chronology of significant dates for the project:

May 31, 1989	The Gunwyn Company submits Project Notification Form to Boston Redevelopment Authority, thereby initiating City's Article 31 environmental review of project
June 2, 1989	Boston Redevelopment Authority issues Scoping Determination
May 15, 1990	The Gunwyn Company submits Draft Project Impact Report
May 31, 1990	BRA Board grants the Gunwyn Company tentative designation as Redeveloper of Parcel B-3A Pilot House Extension site
July 2, 1990	The BRA issues a Certificate of Adequacy on the Gunwyn Company's DPIR for Lewis Wharf
September 14, 1990	BRA Board grants the Gunwyn Company Final Designation as Redeveloper of Parcel B-3A Pilot House Extension site

AGENCY AND COMMUNITY MEETINGS

The Gunwyn Company has kept the community and various agencies informed of its plans for Lewis Wharf through a series of meetings held over the last three years. The meetings held are as follows:

Community Review:

June 10, 1987	Boston Redevelopment Authority - John Leigh
June 12, 1987	Harborpark Advisory Committee
June 18, 1987	North End/Waterfront Neighborhood Council - William Ferulo, Chairman
July 1, 1987	Harborpark Advisory Committee
July 14, 1987	North End/Waterfront Neighborhood Council
July 28, 1987	BRA with Harborpark Staff
August 3, 1987	North End/Waterfront Neighborhood Council
August 11, 1987	BRA
August 11, 1987	North End/Waterfront Neighborhood Council - Land Use Sub-Committee
January 20, 1988	Harborpark Advisory Committee
February 22, 1988	Representative Sal DiMasi
February 23, 1988	North End/Waterfront Neighborhood Council and Stephen Coyle, Director - BRA
February 26, 1988	Friends of the Boston Waterfront/North End Parks, Inc., Lynn Mustian
March 16, 1988	Harborpark Advisory Committee
March 21, 1988	North End Waterfront Community Development Corp. - Bob Della Russo
March 29, 1988	North End/Waterfront Neighborhood Council Use Committee and Waterfront Residents Assoc.
April 4, 1988	North End/Waterfront Neighborhood Council
April 15, 1988	North End/Waterfront Neighborhood Council
April 11, 1988	North End/Waterfront Neighborhood Council Subcommittee
April 26, 1989	North End/Waterfront Neighborhood Council Subcommittee
May 1, 1989	North End/Waterfront Neighborhood Council
May 22, 1989	Boston Waterfront Neighborhood Association
July 25, 1989	Prince Building Association
Sept. 20, 1989	Harborpark Advisory Committee
May 2, 1990	B-3A public presentation
May 31, 1990	BRA Board - Tentative Designation for parcel B-3A

June 12, 1990	North End/Waterfront Neighborhood Council land use subcommittee
June 20, 1990	The Boston Harbor Association
June 20, 1990	Harborpark Advisory Committee
July 10, 1990	North End/Waterfront Neighborhood Council land use subcommittee
July 31, 1990	North End/Waterfront Neighborhood Council land use subcommittee
Sept. 11, 1990	North End/Waterfront Neighborhood Council land use subcommittee

The Gunwyn Company has also met with the Lewis Wharf Condominium Trust to describe its plans for the site. The meetings held were as follows:

Lewis Wharf:

May 6, 1987	Lewis Wharf Condominium Trust, Richard Kanter, Chairman
June 11, 1987	Lewis Wharf Condominium Trust
July 27, 1987	Lewis Wharf Condominium Trust
Nov. 10, 1987	Lewis Wharf Condominium Trust
January 29, 1988	Lewis Wharf Condominium Trust
March 2, 1988	Lewis Wharf Condominium Trust
March 10, 1988	Lewis Wharf Condominium Trust
April 5, 1988	Lewis Wharf Condominium Trust
April 13, 1988	Lewis Wharf Condominium Trust
September 8, 1988	Lewis Wharf Condominium Trust
October 24, 1988	Lewis Wharf Condominium Trust
October 29, 1988	Lewis Wharf Condominium Trust
November 18, 1988	Lewis Wharf Condominium Trust
December 5, 1988	Lewis Wharf Condominium Trust
December 12, 1988	Lewis Wharf Condominium Trust Annual Meeting
January 11, 1989	Lewis Wharf Condominium Trust
January 23, 1989	Lewis Wharf Condominium Trust
February 1, 1989	Lewis Wharf Condominium Trust
February 6, 1989	Lewis Wharf Condominium Trust
February 15, 1989	Lewis Wharf Condominium Trust
March 13, 1989	Lewis Wharf Condominium Trust
April 6, 1990	Lewis Wharf Condominium Trust
November 7, 1990	Lewis Wharf Condominium Trust Annual Meeting
May 2, 1990	Lewis Wharf Condominium Trust
May 23, 1990	Lewis Wharf Condominium Trust
June 7, 1990	Lewis Wharf Condominium Trust
June 27, 1990	Lewis Wharf Condominium Trust
July 24, 1990	Lewis Wharf Condominium Trust
August 8, 1990	Lewis Wharf Building Meeting (Floors 3 & 4)
August 13, 1990	Lewis Wharf Condominium Trust

August 14, 1990	Lewis Wharf Building Meeting (Floors 5 & 6)
August 30, 1990	Lewis Wharf Residents
September 5, 1990	Lewis Wharf Building Meeting
September 7, 1990	Lewis Wharf Condominium Trust

BRA:

Meetings with the Boston Redevelopment Authority to discuss project design were held on the following dates:

May 29, 1987
 July 15, 1987
 November 24, 1987
 December 7, 1987
 January 5, 1988
 January 29, 1988
 July 29, 1989
 August 15, 1989
 June 27, 1990
 July 26, 1990
 August 15, 1990
 September 12, 1990

The Gunwyn Company's interview for the Parcel B-3A competition was held on October 10, 1989.

Meetings with City, State and Federal environmental review agencies were held on the following dates:

January 15, 1988	Boston Redevelopment Authority - Richard Mertens, Environmental Review Officer
February 1, 1988	Executive Office of Transportation and construction - Ann Hershfang, Secretary
February 5, 1988	Governor's Office of Economic Development - Alden Raine, Director
March 4, 1988	Governor's Office of Economic Development - Deborah Hall, Senior Policy Advisor
	Coastal Zone Management - Dennis Duczik, Tidelands Coordinator
	Department of Environmental Protection - Cassie Thomas, Senior Planner
March 11, 1988	Federal Emergency Management Agency - Edward Thomas, Director
July 25, 1988	Federal Emergency Management Agency
September 7, 1988	Department of the Environment, City of Boston
June 26, 1989	Massachusetts Environmental Protection Agency Scoping Session

August 21, 1989	Federal Emergency Management Agency
June 15, 1990	Department of Environmental Protection, Waterways Division - Andrea Langhauser, Senior Planner
June 23, 1990	Boston Water and Sewer Commission, Libby Blank
July 24, 1990	Boston Transportation Department, Andy McClurg
July 24, 1990	Majors Office of Jobs, Steve Aalto, Ann Donaldson
July 24, 1990	Department of Environment, City of Boston
July 27, 1990	Parking Freeze Board Staff
August 1, 1990	Boston Transportation Department, Andy McClurg
August 29, 1990	Department of Environmental Protection - Andrea Langhauser, Senior Planner
Sept. 12, 1990	Coastal Zone Management

